

(ESTABLISHED 1881.)

**\$36 PER ANNUM.**  
**SINGLE COPY, 10 CENTS**

## Shipping—Steamers

# HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**  
**S.S. "HONAM"** 2,363 Tons, **"FATSHAN"** 2,250 Tons, **"KINSHAN"** 1,995 Tons.  
**"HEUNGSHAN"** 1,998 Tons.  
Departures from **HONGKONG to CANTON** daily at 8 A.M. (Sunday excepted), and to P.M. (Saturday excepted).  
Departures from **CANTON to HONGKONG** daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD**

**HONGKONG-MACAO LINE.**  
S.S. "SUI-TAI" 1,26½ Tons and "SUI-AN" 1,26½ Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the  
Company's Wing Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.15 A.M. and at 2 P.M.

**CANTON-MACAO LINE.**  
**SS. "HOL SANG"**

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

---

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

**CANTON-WUCHOW LINE.**  
S.S. "SAINAM," 583 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

**EXCURSION TO MACAO.**  
**PROCESSION OF THE CROSS.**

On SUNDAY, the 28th February.  
S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
Departure from Macao at 8 P.M.  
Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the Trip.  
For the convenience of Kowloon Residents, the Star Ferry Company will run a special ferry launch from our Wing Lok Wharf to Kowloon leaving after arrival of the s.s. *Sui An*.

N.B.—The Company also runs a steamer from Macao on Sunday, morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—  
**HONGKONG CANTON & MACAO STEAMBOAT CO. LD.**

HONGKONG, CANTON & HONGKONG STEAMSHIP CO., LTD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel.

### Hotels.

# HONGKONG HOTEL

# HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

String Band play during Tiffin and Dinner.

**GRAND CARLTON HOTEL**

# GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

For all the talk of men "not to get small" (M.A.)

On and after 1st February next, we are prepared to cater Breakfast

**Lunch and Dinner for \$45/- per month.**  
**Outdoor catering a speciality.**

For further particulars, apply **MANAGER**

Hongkong, 30th January, 1909. MANAGER. (25)

## ASTOR HOUSE

QUEEN'S ROAD, HONGKONG.

**C**ENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

New Management. Large and Comfortable Rooms, excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation.

for Families and Tourists.

Under Personal Supervision of

I. GAMBATI                      N. BELMONTUCCI

Telephone, 170.      Telegrams "Astor."

\_\_\_\_\_



Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. H. Miesse	SATURDAY, 27th February, 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About SATURDAY, 27th February.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. Iscki	About FRIDAY, 5th March.
KURAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About SATURDAY, 6th March, 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. P. Grosch	WEDNESDAY, 10th March, Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th February, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, NARA	NERA	.....	1st March, P.M.
MARSEILLES, VIA PORTS	BALAZIE	Magnen	2nd March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, CALEDONNIEN	X	.....	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelin	16th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.  
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd February, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents  
BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG, WU, HOW LINE.

THE Steamers "LINTAN" and "SAN-UI"  
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 24th March, 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
1, John Street, Bedford Row, W.C. 50, Bealeck Street 566, Nanking Road  
Hongkong, 11th March 1908.

PHILATELIC NOVELTY PRESENTS.

BAGS OF USED POSTAGE STAMPS.	
Containing:	
All Asiatic Stamps, 4,000 for \$8.00	All Chinese Stamps, 4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " .75

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPPS, MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited. GRACA & CO.,  
No. 27, Des Voeux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	
Every 15 minutes.																									

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	10.00 a.m.	11.00 a.m.	12.00 noon	1.00 p.m.	2.00 p.m.	3.00 p.m.	4.00 p.m.	5.00 p.m.	6.00 p.m.	7.00 p.m.
Every 15 minutes.											

NIGHT CARS as on Week Days.

Extra cars at 1.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 11th June, 1907.

THE DAIRY FARM CO., LTD.

FINE FRESH

AUSTRALIAN BUTTER,

73.75 and 85 cents a lb.  
Sold in 1 lb. pats. to suit convenience of customers.

Hongkong, 2nd February, 1909.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET, HONGKONG.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."  
(Sd.) A. S. WATSON & CO.

ORDERS punctually attended to, and CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 6th August, 1908.

SHIPPING SUBSIDIES.

QUESTIONS IN JAPAN.

Tokyo, Feb. 12.  
The Committee on the Ocean Steam Navigation Subsidy and Shipbuilding Encouragement Bills in the Lower House met at 11 a.m. to-day.

Mr. Nakashoji, Vice-Minister of Communications, stated that shipping subsidies had been granted under two laws—the Steam Navigation Encouragement Law and the Special Steam Service Subsidy Law. By this means the steam navigation of the Empire was controlled. There was, however, no need for two measures to exist for the purpose, and the two laws were now incorporated into one in the Ocean Steam Navigation Subsidy Bill.

Mr. Nishimura Tajiuro pointed out that Article 1. of the Ocean Steam Navigation Subsidy Bill, which authorised the Minister of Communications to grant a subsidy subject to this law for a term of from three to ten years, and to order a steamship company to open a regular ocean service, was evidently a violation of the latter clause of Article 62 of the Constitution, which says: "The raising of national loans and the contracting of other liabilities by the national Treasury, except those provided for in the Budget, shall be subject to the consent of the Imperial Diet." Mr. Nishimura urged that if the Minister once granted a subsidy in accordance with Article 1. of the Bill, and it was passed, the hands of the Diet would thereafter be tied.

The Vice-Minister of Communications denied that Article 1. was a violation of the Constitution. As the existing law authorised the Government to grant a subsidy to steamers in general, so the new Bill authorised the Government to grant a subsidy to certain particular lines.

Mr. Nishimura asked whether the Government intended in future to leave steam navigation on home waters entirely unprotected.

The Vice-Minister of Communications replied that the financial position of the Government did not permit of protection being extended to navigation in the near seas. After weighing the importance of the two, the Government had decided to protect the more important branch first, though it did not consider that protection for navigation in home waters was useless.

Mr. Nishimura further asked why the term of operation of the law was not fixed in the Bill. He pointed out that the minimum justification of the steamers—3,000 tons and 12 knots—was all very well, but need might arise for raising this standard.

The Vice-Minister of Communications replied that no inconvenience would be felt by adding to that standard in future.

Mr. Nishimura said that the total value of the trade of Japan with South America for 1906 was not more than ¥500,000, including exports and imports, and the subsidy to be granted to the South American service would reach about ¥700,000. It was strange that a subsidy granted to the steam service should exceed the total value of trade with the countries to which the service would ply. The total number of emigrants who had settled in South America did not exceed 10,000. Did the Government see any real necessity for opening a steam service to South America.

The Vice-Minister of Communications said that both the trade with and the emigration of labourers to South America had brilliant prospects and the Government thought the present was a most opportune time for opening a steam service.

Mr. Nishimura further remarked that in countries where more subsidies were granted the steam navigation was less developed, and where a smaller subsidy was granted steam navigation showed greater development. He mentioned France and Germany as cases in point.

Mr. Uchida, Director of the Marine Bureau, said that the extent of the shipping subsidy granted depended on the national circumstances of each country. In Great Britain, which possessed vessels representing about half the total shipping tonnage of the world, about ¥10,000,000 was granted in shipping subsidies annually. In Japan a subsidy conformable to the national financial power was granted.

Mr. Nishimura further pressed his questions and asked why the special subsidy to the Bombay line was withdrawn, a subsidy being granted only under the provisions of the Steam Navigation Encouragement Law.

Mr. Uchida replied that the Bombay line was opened in 1893 because of the necessity of shipping raw cotton from Bombay. Pressed by the competition of foreign steamers, the Nippon Yusen Kaisha applied to the Government for the grant of a subsidy, and in 1896 a subsidy was granted for a term of ten years. An agreement was made between the Nippon Yusen Kaisha and foreign steamship companies, and the subsidy was withdrawn upon the expiry of the term of contract, after which a subsidy was granted only under the provisions of the General Steam Navigation Encouragement Law.

After some further questions and answers, the meeting was adjourned.—(Japan Chronicle.)

CHINA'S CURRENCY.

THE NEW COIN.

As Duke Tsai Tso, president of the Ministry of Finance, recently raised the question that the currency of one tael coins in China is fraught with obstructions and difficulties, the matter was referred to the consideration of the various provincial governments, which have now reported that they still favour the tael coins. Duke Tsai Tso's objection is based on three grounds; difficulty in minting, currency and issuing uniformly. Grand Councillor Chang Chih-tung is also changing his views, as the last Edict he declared, was really issued on Yuan Shih-kai's decision, but he himself had no inclination one way or the other. Grand Councillor Lu Chuan-lin and President T'ieh Liang urge that it would be inadvisable to be constantly changing about in government affairs, and the tael coins should be adopted and a large number of five tael coins might be minted to obviate any inconvenience.—(N. Y. Herald.)

Public Companies.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the above-mentioned Company will be held at its Registered Office, Nos. 9 to 17, Pedder Street, Victoria, Hongkong, TO-MORROW, the 26th day of February, 1909, at 12.30 P.M. for the purpose of considering and if thought fit passing the following Resolutions:—

1. "That the capital of the Company be increased to \$1,000,000 by the creation of 8,000 additional shares of \$50 each ranking for dividend and in all other respects par passu with the existing shares in the Company."
2. "That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as shareholders on the First day of March, 1909 in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent of the full amount of each new share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and to the directors be empowered to dispose of such shares not taken in response to such offer as they consider expedient in the interests of the Company."

By Order of the Board of Directors,  
C. MOONEY,  
Secretary.  
Hongkong, 25th February, 1909. [18]

HONGKONG ROPE MANUFACTURING CO., LD.

THE 25TH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, 6, Cornhill Road, Victoria, on SATURDAY, 27th February, 1909, at 4.00 p.m. for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Comptroller and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 12th February, 1909. [179]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers, at 12.30 P.M. on SATURDAY, 27th instant, to receive a statement of the Company's Accounts to 31st December, 1908, and the Report of the General Managers. The TRANSFER BOOKS of the Company will be CLOSED from the 17th instant to the 27th instant, both days inclusive.

JARDINE, MATHESON & Co., LD.,  
General Managers.  
Hongkong, 13th February, 1909. [182]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 1, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,  
C. PEMBERTON,  
Secretary.  
Hongkong, 13th February, 1909. [180]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Underigned at 12.30 P.M. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD.,  
General Managers,  
Hongkong Fire Insurance Company, Limited.  
Hongkong, 19th February, 1909. [194]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December, 1908, at the rate of TWO POUNDS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share of \$25, is Payable on and after MONDAY, the 22nd day of February, current, at the Offices of the Corporation, where SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 24th February, 1909. [303]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 31st December, 1908, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Prince.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.  
Hongkong, 24th February, 1909. [304]



## Consignees

Hongkong, 30th February, 1902.

(29) He is now, 22nd April, 1962.

47 Held by all Chemicals

• doc, E.C. England

189 Hongkong, 18th February, 1909.

14] HONGKONG, 22ND FEBRUARY, 1964.



## Intimation.



**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED A.D. 1841.

**TOBACCONISTS & CIGAR  
MERCHANTS.**

**TOBACCOS.**

John Cotton's Nos. 1 & 2;  
Carven Mixture; Ardath  
Special Mixture; Black Cat;  
Garriek Smoking Mixture.

Phillips' Finest Smoking Mix-  
ture, "Non Fur" Tobac-  
co, and other well-known  
brands.

**CIGARETTES:**

Garriek Cigarettes; State Ex-  
press; Quo Vadis; Craven  
Mixture; Clarence Extra  
Virginian; Knight Ban-  
neret; Turkish; "Martin's"  
"Non-throat"; Three Cas-  
tles (Magnums).

**A. S. WATSON & CO.,  
LIMITED.**

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

## NOTICE.

All communications intended for publication in  
"The HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## BIRTH.

On January 25, 1909, in London, S.W., the  
wife of ALEXANDER P. MACGREGOR, of a son.

## MARRIAGE.

On February 16, 1909, at Niagara Falls,  
ARTHUR JORDAN HUGHES, son of the late  
William Stephen Hughes of Chelsea, London,  
and Mrs. Hughes, now of St. Mary's, near  
Piddistown, Cornwall, to HARRIET AMELIA,  
daughter of the late Mr. and Mrs. William  
Schofield of Toronto, Canada.

## DEATH.

On February 17, 1909, at Shanghai, HERBERT  
MAY, TRICKETT, Chaplain of St. Andrews  
(Missions to Seamen), aged 47 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 25, 1909.

NATIVE BANKS AND NOTE  
ISSUES.

In connection with the opening of a new  
native bank at Shanghai and the visit of  
Tang Shao-yi to America and Europe with  
the object of gaining some insight into the  
methods of financiers in foreign countries,  
the *Shanghai Mercury* has some interesting  
observations to make on the eternal question  
of token money. Incidentally, it brings in  
some piquant references to the practices of  
Chinese monarchs in ancient times when  
they desired to raise the sinews of war and  
found the exchequer depleted. The new  
bank in question is the Ningpo Commercial  
Bank which, it is stated, is organised on  
thoroughly sound principles and intends to  
follow European lines of finance, particu-  
larly with regard to the question of note  
issues. It is notorious that in China there  
is a vast number of native banks which have  
disregarded one of the primary considera-  
tions which make for safety and flooded its  
constituency with notes for which an entire-  
ly inadequate reserve was held. That the  
Chinese themselves have realised the utter  
fatuity and national danger of such a pro-  
ceeding, especially now that China is emerg-  
ing from her prolonged seclusion and enter-  
ing the comity of powers as a commercial

agent, has been evident for a consider-  
able time to anyone who has watched the  
progress of events in the Middle Kingdom.  
And that if China was to become an inter-  
national trader she must reform her money-  
system from top to bottom was equally  
apparent. The Imperial Government has ad-  
mitted the necessity of this without number  
and every now and again we hear that mem-  
orials have been presented to the Throne re-  
commending the adoption of modern prin-  
ciples in dealing with the general finances of  
the Empire. But the giant sloth is difficult  
to move. Private traders, however, fully re-  
alise the danger of dealing with banks which  
have an unlimited note issue and the result  
is the creation of such banking institu-  
tions as the Ningpo Commercial Bank, the  
Hsing Yu Chartered Bank and a few others  
which are guided not merely by Western  
ideas but plain commonsense in safeguard-  
ing the interests of their share-  
holders and clientele. In the past, the  
multitudinous issue of bank notes with little  
or no security behind them has led the  
foreign bankers to refuse to accept some of  
these issues. As a counter stroke to this  
action of the foreign bankers certain officials  
have tried to prohibit the use of foreign  
banknotes outside the Treaty Ports, and  
though this prohibition fell through, from  
sheer impossibility of its enforcement it  
sufficiently serves to indicate the kind of pro-  
ceeding to which China is willing to resort  
when in extremities. It is not by any means  
the first time that this sort of thing has hap-  
pened. The idea of using paper money in  
this way, without any metallic reserve at the  
back of it, has often been adopted as a  
miraculously revealed path to safety by  
impetuous and shortsighted rulers. In  
China, indeed, it is of venerable antiquity.  
Our contemporary proceeds to give an idea  
of the methods which were resorted to in  
order to "raise the wind." It states an early  
Chinese Emperor is reported to have made  
a "corner" in the skins of a certain kind of  
white deer from which token money was  
made in his realm with a view to providing  
himself with funds for a war. We hear  
nothing of a cash reserve for the redemption  
of these primitive notes, and probably any  
one who asked for payment in cash on pre-  
sentation would not have had an opportunity  
of doing so twice. The Great Khan of Tartary  
who, according to the frequently veracious  
Sir John Maundeville, was able to "dis-  
pende ynow and outrageously" by means of  
a leather currency, appears also to have  
managed it without any provision for its  
convertibility. But in modern China the  
uncontrolled issue of notes without the  
security of properly regulated metallic  
reserves is a serious danger to the  
commercial community, and the great  
banking interests as well as the Chambers  
of Commerce view the prospect of the  
continuance of such a system with grave  
concern. A memorandum recently drawn  
up by the Shanghai Chamber of Commerce  
mentions seven "banks," most of which  
appear to be hardly worthy of the name,  
which have issued these "skin plasters," and  
the total actually out is nearly \$24,000,000  
and 200,000 taels, or rather over £2,100,000,  
in addition to which two other banks con-  
template making issues, and other issues  
are reported to have been made "by provinces,"  
with the mere guarantee of the provincial  
authorities to the extent of Tls. 56,000,000  
(£6,300,000) and \$20,000,000 (£2,750,000).  
The total of these three amounts—virtually  
unsecured liabilities—is £10,150,000, not a  
large sum as note circulations go; but the  
movement is spreading, and a much  
larger total will be in the hands of  
the public before long, unless some  
check is made operative. The evil is  
on a par with the indiscriminate issue of  
debased currency, which has far too often  
proved a lucrative source of revenue for  
Provincial Governments, and in the case of  
Canton has operated disastrously on the  
subsidiary coinage of Hongkong. We need  
only recall the fact that the practice of mint-  
ing 20-cent pieces at the Canton Mint was  
carried to such a pitch that the then Gov-  
ernor of Hongkong, Sir Matthew Nathan, had  
to appeal to the Viceroy, through the Con-  
sul-General, to suspend operations for a  
period. That the Viceroy was well aware  
the minting of these coins was far in excess  
of actual requirements was evidenced by his  
ready acknowledgment of the justness of His  
Excellency's protest and the Mint was closed  
down for three months. But, of course,  
nobody outside the official yamens knew  
what store of minted 20-cent pieces had  
been hidden away as the result of the feverish  
operations previously carried on night and  
day. The evils of an unsecured paper issue  
and an excessive issue of debased token  
money in the shape of subsidiary coins are  
believed to have been the cause of many of  
the native failures which occurred in 1907  
and 1908, particularly in the North. The  
hope is expressed that His Excellency Tang  
Shao-yi may in the course of his travels learn  
at least one of the vital principles of bank-  
ing, that an unlimited note issue without  
security is a direct menace to the com-  
mercial prosperity of the Empire. The question  
leads naturally to the subject of a national  
coinage, but that horse has been so soundly  
whipped in the past that it is entitled to a  
well-earned rest for a time.

## ON LOTTERIES.

It is interesting to speculate as to what would  
happen to a member of the Legislative Coun-  
cil of Hongkong who had the hardihood to  
suggest that the Government should introduce  
a Bill permitting the establishment of lotteries  
in the Colony. Probably the mildest term that  
would be applied to him would be that of  
"abandoned reprobate," while the respectable  
section of the community would hold up their  
hands in holy horror at the bare idea. And  
yet a very good case could be made out by one  
who had the financial interests of the Colony  
at stake. It could be shown that half the Colony  
has a whole-hearted belief in gambling in all  
its ramifications. Witness the rush to enter  
the big "sweeps" at the races, to indulge in a  
mild "fluffer" on the pari-mutuel, to make pri-  
vate bets on anything on the face of the earth  
and, perhaps, even on the existence of the  
Martians, to run in the face of the gambling  
law on any and every occasion. If the police  
had the power to search the younger generation  
in the Colony, it would be astonishing to dis-  
cover how many were in possession of lottery  
tickets belonging to the syndicates at Canton,  
Hankow, or Shanghai. But in moral Hong-  
kong it is the proper thing to be shocked  
at such atrocious immorality. Certainly when  
we go to Macao on a Sunday we may  
occasionally pay a visit to the far-ias establish-  
ment but that is an entirely different matter.  
One must do in Rome as the Romans do.  
The idea is that you cannot corrupt the  
corrupted, and as few of the people of Macao  
are regarded as "sea-green incorruptibles"  
like Robespierre no harm is done. But Hong-  
kong is the home of virtue, purity and morality.  
The very suggestion of wrongdoing is hateful  
and hideous to all of us—with the exception of  
a few black sheep who are banished from the  
face of all decent respectable people. What  
has led to these reflections? It may be asked.  
Well, it appears that in the Philippines the  
people are not so meekly-mouthed and hypocriti-  
cal. A member of the new Assembly has  
in preparation, we read, a Bill for the re-estab-  
lishing in the Philippines of the insular lottery  
as it was conducted under the Spanish  
regime. From the *Cable News* we learn that  
it is claimed for this Bill that it will produce  
for the insular treasury more funds than any  
law on the statutes barring the internal re-  
venue act. This is claimed for it in view  
of the fact that the income from that source in  
1897, the last year of its operation, was  
\$5,431,022 Mexican currency, of which  
\$1,347,753, or 25 per cent. went to the insular  
government, the rest being expended in the  
cost of operation and the prizes distributed to  
the winners. The establishment of the  
Philippine lottery was authorised by Royal  
order in April, 1822, on the basis of the  
lottery conducted in the Peninsula. It  
was not established on that date, however,  
and on April 6, 1828, another Royal  
order decreed some action to be taken  
in the premises but it was not till August 1,  
1833, that the lottery began to operate. The  
number of tickets to be sold was fixed at 5,000,  
each to be sold for one peso and divided halves  
and quarters. In this lottery 268 prizes were  
distributed, valued at \$3,750, one at \$1,500, one  
at \$500, two at \$100, 14 at \$50 and 250 at \$4, all  
in Mexican currency. The last distribution of  
prizes took place in Manila on April 14, 1898. In  
1899 the income of the Government from the  
lottery was, in round numbers, \$200,000; in  
1881 it was \$689,000; in 1891 \$765,000; in 1893  
\$729,000; in 1894 \$831,000; in 1895 \$917,000;  
in 1896 \$1,134,659; and in 1897 \$1,357,753.  
Now a million and a quarter dollars is rather  
a tidy sum to handle and it would relieve  
the Government of the burden of finding  
out new methods of taxation when opium  
has practically disappeared off the face of the  
earth. But it would never do to introduce  
such a thing as a lottery into a British Colony.  
Only abandoned wretches would harbour the  
idea in their minds. We also, would throw  
scorn on the knaves who made such a sugges-  
tion; we feel as righteous as the next mob; we  
would vehemently denounce such a scheme;  
we it brought forward. But it is at least  
interesting to contemplate.

## LOCAL AND GENERAL.

GOVERNMENT HOUSE, Saadakan, has now  
been completely demolished with the excep-  
tion of the dining-room wing, which is com-  
paratively new, and which will be built into  
the new house.

Mr. Maurice E. Bandmann writes calling at-  
tention to the fact that he has brought an ex-  
ceptionally strong case to perform in several well-  
known plays. The first performance will be  
given on Saturday, when the company will  
appear in Piner's "The Second Mrs. Tan-  
queray." This is the company's last appear-  
ance in the Far East prior to their departure  
for Calcutta.

A most adventurous time two street coolies  
had the other day in order to steal nineteen  
cow hides from a shop in Sai Wo Lane. They  
had to climb over walls, make their passage  
through all kinds of obstruction, scale water-  
spouts, add to house tops, and had to lower  
themselves into a yard before they could reach  
the property. When they did get there they  
were caught. The hides they were accused of  
stealing were valued at \$36. In the Police  
Court, to-day, the pair were given six months'  
hard labour each. Inspector Robertson pro-

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council  
was held in the Council Chamber this after-  
noon. Present:—His Excellency the Gov-  
ernor, Sir Frederick Lugard, K.C.M.G., H.E.  
Major-General Broadwood, C.B., Hon. Mr.  
F. H. May, C.M.G., (Colonial Secretary),  
Hon. Mr. W. Rees Davies (Attorney General),  
Hon. Mr. A. M. Thompson (Colonial Treasurer),  
Bpn. Mr. W. Chatham, C.W.O., (Director of  
Public Works); Hon. Mr. F. J. Bodeley, (Cap-  
tain Superintendent of Police), Hon. Mr. E. A.  
Irving (Registrar General), Hon. Dr. Ho Kai,  
M.B., C.M.O., Hon. Mr. Wei Yuk, C.M.O., Hon.  
Mr. H. E. Pollock, K.C., Hon. Mr. W. J. Gresson,  
Hon. Mr. E. A. Hewett, Hon. Mr. H. A. W.  
Slade, and Mr. A. G. M. Fletcher (Clerk of  
Council).

## MINUTES.

The minutes of the last meeting were read  
and confirmed.

## FINANCE.

The Colonial Secretary laid on the table the  
report of the Finance Committee (No. 21).

## PAPERS.

The Colonial Secretary, by command of His  
Excellency the Governor, laid on the table the  
following papers:—

Correspondence relating to the transfer to  
the Government of the Widows' and Orphans'  
Pension Fund. (Sessional Paper No. 19 of  
1908).

Report on the proposed Boat-shelter at  
Mongkokkui by J. F. Boulton. (Sessional  
Paper 1 of 1909.)

With regard to the latter, the Colonial Sec-  
retary stated that as now proposed the boat  
shelter would entail some additional expense,  
and in order to keep the expenditure within the  
estimates the boat shelter had been slightly  
reduced in area.

## FINANCIAL MINUTE.

The Colonial Secretary laid on the table  
Financial Minutes Nos. 1 to 9. It was agreed  
that they be referred to the Finance Committee.

THE WIDOWS' AND ORPHANS' PENSION FUND.

The Colonial Secretary moved the following  
resolution:—  
"Resolved that the valuation of the assets  
and liabilities of the Widows' and Orphans'  
Pension Fund contemplated under Section 18  
of the Widows' and Orphans' Pension Ord-  
inance 1908, shall be made at the rate of 1s. 10d.  
to the dollar."

In doing so, he said: It will be within  
the recollection of hon. members that when  
the Widows' and Orphans' Pension Ord-  
inance was under consideration by this Council  
at the end of last year certain correspond-  
ence was laid on the table including  
a despatch from the Secretary of State dated  
28th December, 1907. The last paragraph of  
that despatch says: "It is desirable that a  
valuation should be made in order that the  
surplus, if any, disclosed by it may be distri-  
buted among the beneficiaries of the Fund in  
the shape of increases to the pensions. For  
this purpose, an arbitrary rate of exchange  
must be assumed for the purposes of valuation.  
The exchange value of the dollar, has recently  
fallen from about 2s. 3d. to below 1s. 10d. As  
the value of the sterling liabilities must be greater  
than the value of the future sterling contribu-  
tions, the higher the sterling value assumed  
for the dollar the more favourable to the Fund  
will be the results of the valuation, and I  
should be prepared to allow the valuation to be  
carried out at a rate not exceeding 2s. 3d., which  
you and the Legislative Council may consider fair  
and reasonable." It was found that the average  
rate of exchange from the years 1897 to 1907  
inclusive is just a fraction over 1s. 10d. It is  
therefore considered that 1s. 10d. be a fair and  
reasonable rate to take and accordingly I beg  
to move the resolution standing in my name.

The Colonial Treasurer seconded.

The motion was unanimously adopted.

## CAPSIMUM PASS LIGHT.

Mr. H. E. Pollock, K.C., asked the following  
question:—  
"Will the Government state what would be  
approximately the cost of putting up a fixed  
light to indicate the South-eastern entrance to  
the Capsimum Pass?"

The Colonial Secretary: I may state that  
the cost of a light similar to that on Mayan  
Island would cost \$200.

SYMPATHY WITH THE CHINESE  
GOVERNMENT.

His Excellency the Governor: It will be  
within the recollection of the Council that some  
time ago we passed a resolution of condolence  
with the Chinese Government on the deaths of  
the Queen-Empress and the Emperor of China.  
I have received through our Minister at Peking  
the very cordial thanks of the Chinese Govern-  
ment for the sympathy of this Council for the  
loss which they suffered by the deaths of the  
Covager Empress and the Emperor. I cannot  
read the words of the reply as the paper  
has been mislaid, but the general purport of it  
was as I have said.

THE MERCHANT SHIPPING ORDINANCE.

The Attorney-General moved the first read-  
ing of a Bill entitled An Ordinance further  
to amend The Merchant Shipping Ordinance,  
1899.

The Colonial Secretary seconded.

Agreed.  
The object of this Ordinance is to bring the  
law of this Colony relating to merchant ship-  
ping into line with the law of England by  
incorporating in the Merchant Shipping Ord-  
inance, 1899, certain provisions of the Merchant  
Shipping Act, 1906, especially those extending  
to foreign ships the duties and liabilities at  
present imposed on British shipping in respect  
of deck and load line and of life-saving ap-  
pliances. Provision is also made for the survey  
of motor boats not licensed under the principal  
Ordinance.

MONGHOM BAY RECLAMATION.

The Attorney-General moved the first read-  
ing of a Bill entitled An Ordinance to authorise  
for public purposes the Reclamation of certain  
portions of the Crown foreshore and sea bed  
situate in Hongkong Bay in the Colony of  
Hongkong and to validate such reclamation,  
as has heretofore taken place.

Hongkong Bay has been in part reclaimed  
for the purpose of the Government railway and

it is deemed desirable to validate by legislation  
the work already done and to authorise further  
reclamation. The Bill so provides.  
The Colonial Secretary seconded.

Agreed.

## THE MAGISTRATES' ORDINANCE.

The Attorney-General moved the third read-  
ing of the Bill entitled An Ordinance to amend  
The Magistrates' Ordinance 1890 and to effect  
certain other amendments in the Criminal  
Law.

The Colonial Secretary seconded.

Dr. Ho Kai: On account of section 8 of  
this Ordinance empowering the Governor-in-  
Council to make certain regulations for the  
regulation of spitting in certain public places  
I conceive it to be my duty to record my pro-  
test against the third reading, and I consequen-  
tially wish a division to be taken.

Mr. Wei Yuk: I concur.

His Excellency the Governor: Since this  
Bill passed the second reading, and was dis-  
cussed in Committee I have received a petition  
from a number of Chinese gentlemen, which  
has been very largely signed, repeating for the  
most part the arguments used in this Council  
by those members who opposed the read-  
ing of the Bill on account of the clause  
to which the senior unofficial member has  
called attention. The petition puts forward  
no new arguments, but reiterates those which  
have already been debated here and I there-  
fore see no reason to change the opinion to  
which this Council has committed itself on the  
second reading. The petitioners say that I  
wished that we should promote the hearty and  
willing co-operation with the Chinese instead  
of compulsion by law. They urge that process  
of education should be instituted and process  
of persuasion. That process, gentlemen, is one  
which we propose to adopt and towards which  
we have already taken many steps. I hope  
that no other process need ever be required to  
be taken, but I do consider that if Government  
takes up an important question of this kind  
and issues circulars and instructs lecturers  
and posts notices and takes other means of  
education that it is more likely its object will be  
more effectively attained if it is known to the  
people that it is within its power to enforce it.  
I have assured the petitioners that if regula-  
tions are required in the future to be framed  
they will be framed with care and  
moderation, that every effort will be made to  
avoid those risks which they fear, such as  
arbitrary arrest or undue interference with the  
individual, and I hope that those methods of  
education and co-operation to which we are  
now devoting ourselves will be effective with-  
out having recourse to putting into operation  
the clause to which the senior unofficial mem-  
ber has recorded his dissent.

Dr. Ho Kai: I demand a division.

The vote resulted:—

Ayes: Messrs. Hewett, Irving, Chatham,  
Thomson, Rees Davies, May and General  
Broadwood—7.

Noes: Messrs. Slade, Gresson, Pollock,  
Wei Yuk, and Dr. Ho Kai—5.

The motion was accordingly declared car-  
ried and the Bill was read a third time and  
passed.

The statement of objects and reasons for the  
Bill reads:—

This Bill proposes to effect certain amend-  
ments in the Magistrates Ordinance 1890 and  
in the Criminal Law of the Colony:—

Section 3. This amendment empowers a  
Magistrate to order imprisonment in default of  
finding security for good behaviour. The  
power already exists in section 50 of the same  
Ordinance in the case of a person failing to  
enter into a recognizance with sureties to keep  
the peace.

Section 4. This section extends the power of  
imposing whipping in the case of a youth  
under sixteen.

The object is to substitute whipping in cases  
other than those already authorised and so  
avoid imposing imprisonment where the age  
of the youth renders it undesirable.

Section 5. Having regard to section 20 of the  
Magistrates Ordinance 1890 which empowers  
a fine to be imposed in indictable cases it has  
been suggested that the phraseology of the  
Stocks Punishment Limitation Ordinance 1887  
is ambiguous. This amendment proposes to  
place the question beyond doubt and it de-  
scribes by schedule the offences which are  
exempted from the punishment of stocks.

Section 6. This section provides safeguards  
in the interests of a person ordered to pay com-  
pensation by a Magistrate for malicious prosecu-  
tion or false testimony and it makes also  
provision for enforcing the order.

Section 7. Restricts noisy trades carried on  
by the lessees of Crown lands. It has been  
found that such a nuisance in certain places  
is unchecked and power of forfeiture contained  
in the Crown leases is deemed insufficient to  
stop it.

Section 8. Authorises the Governor-in-  
Council to make regulations in the interest of  
sanitation and cleanliness prohibiting spitting  
in public places.

Section 9. The term "street" in the Gam-  
bling Ordinance 1891 is extended so as to  
include a wharf, pier, park, recreation ground or  
other open space.

Section 10. Chinese District Watchmen are  
not in the view of the Magisterial Court  
"Public servants" within the meaning of the  
Misdemeanours Punishment Ordinance 1893  
and consequently not amenable to bribery  
under that Ordinance. The clause places  
them within such category.

Section 11. This affords "Forest Officers"  
similar protection to that granted to Police  
constables.

## JURY LIST.

The Jury List was considered by the Council  
with closed doors.

## ADJOURNMENT.

The Council adjourned until Thursday, the  
11th prox.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was  
held immediately after the meeting of Council,  
the Colonial Secretary presiding. It was agreed  
to recommend that the following votes be  
adopted by the Council:—

## OVERTIME ALLOWANCE.

A sum of four hundred and fifty dollars in  
aid of the vote, Harbour Master's Department,  
B.—Mercantile Marine Office, personal emolu-  
ments, overtime allowance.

## LANGUAGE ALLOWANCE.

A sum of one hundred and eighty dollars in  
aid of the vote, Police and Prison Department,  
A.—Police, other charges, language study  
allowance (Punjabi) to probationers.

## TAI-PO FISH POND.

A sum of one thousand five hundred and  
forty-eight dollars and forty cents in aid of the  
vote, Public Works Extraordinary, resuming  
and filling in fish pond at Tai-po.

## SCHOOL OF TROPICAL MEDICINE.

A sum of two thousand four hundred dollars  
in aid of the vote, miscellaneous services,  
grants in aid of scientific institutions, London  
School of Tropical Medicine, (£200).

## DUOVS.

A sum of six hundred and fifty-four dollars in  
aid of the vote, Harbour Master's Department,  
Harbour Office, special expenditure, buoys.

## AUDIT OFFICE.

A sum of one thousand and ninety-two  
dollars in aid of the vote, Audit Department,  
other charges, share of Home expenditure  
(£91).

## STORM SIGNALLING.

A sum of ten dollars and forty-seven cents  
(\$10.47) in aid of the vote, Miscellaneous Ser-  
vices, telegraph services, contribution in con-  
nection with signalling messages, etc., to  
Observatory, (£75).

## WATER FOR TAI-PO.

A sum of one hundred and eighty dollars in  
aid of the vote Public Works, Extraordinary,  
buildings, staff quarters, Tai Po, water service.

## HANSARD REPORTS.

A sum of forty-seven dollars in aid of the  
vote, Colonial Secretary's Department and  
Legislature, other charges, Hansard reports.  
This was all the business.

## MACAO'S GOVERNOR.

## OFFICIAL VISIT TO HONGKONG.

H.E. Senhor J. A. Rodrigues, Governor of  
Macao, will pay an official visit to Hongkong  
to-morrow. The object of the visit is an ex-  
change of amenities with his colleagues, Sir  
Frederick Lugard, Governor of Hongkong,  
Senhor Rodrigues will be the guest of His Ex-  
cellency during his brief stay in the Colony.

The Portuguese Governor will be accom-  
panied by his suite, composed of Captain  
Pacheco Souza, chief of staff, Capt. Dias,  
A.D.C., Lieut. Santos, A.D.C., Capt. Figueira,  
and Dr. Leitao. The party will proceed to  
Hongkong on the gunboat *Rio Lima*, which  
is expected to arrive here about noon. The  
official landing will be made shortly after one  
o'clock. The programme of reception so far  
as completed will, we understand, be as follows:—

After the call on Sir Frederick at Govern-  
ment House, the Governor of Macao will  
proceed on board the flagship, H.M.S. *King  
Alfred*, on a visit to the Hon. Sir Hedworth  
Lambton, K.C.B., Commander-in-Chief, thence  
to Commodore Lyon on board H.M.S. *Tamar*,  
A Guard of Honour and Band will be drawn  
up at Blake Pier. The Portuguese visitors  
will lunch at Government House; invitations  
have been issued to the principal residents to  
meet Senhor Rodrigues at luncheon; covers will  
be laid for about fifty. It is probable that in  
the afternoon, a visit will be made to the  
Flower Show at the Botanic Gardens. Capt.  
P. H. M. Taylor, A.D.C. to Sir Frederick  
Lugard, will escort Governor Rodrigues in all  
his official visits. Capt. Taylor will board the  
*Rio Lima* upon arrival, when he will be accom-  
panied by Mr. J. J. Leitao, Consul for Portugal  
in Hongkong; the Government tender *Victoria*  
has been placed at the disposal of the visitors.

A reception will be held at the Club Lusitano  
from 5.30 to 6.30 p.m., at which Governor  
Rodrigues will attend. We understand that in-  
vitations will be issued to the Portuguese com-  
munity in Hongkong to attend the reception.  
It is probable that the excellent band of the  
Sociedade Philharmonica, most of whose mem-  
bers are also members of the Club, will dis-  
cuss pleasing music during the reception.

## SOLDIER SENT TO PRISON.

CONVICTED OF STEALING TRAMWAY  
COMPANY'S MONEY.

The case against the soldier belonging to  
the R.G.A., who was accused of stealing one  
dollar and fifty cents in coppers from the cash



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE

## INTERNATIONAL OPIUM COMMISSION.

## RESOLUTION BY CHINESE DELEGATION.

[From Our Own Correspondent.]

Shanghai, 25th February, 4.10 p.m.  
The Chinese delegates introduced four resolutions at the meeting of the International Opium Commission to-day.

## NEW AMERICAN JUDGE.

## ARRIVAL OF MR. THAYER.

[From Our Own Correspondent.]

Shanghai, 25th February, 4.10 p.m.  
Mr. Rufus Thayer, the new Judge of the American Court in China, arrived here last evening.

## EXTRA-TERRITORIALITY.

## IMPORTANT DECISION OF THE FULL COURT.

The appeal from the Chief Justice's recent decision on the question of domicile was dismissed with costs to-day. The point to be decided was whether a man, not being a resident, nor having a place of business in the Colony, could be adjudged bankrupt in Hongkong. In his former judgment the Chief Justice was of opinion that the Court had jurisdiction to entertain the petition, and granted petitioner the Receiving Order. The opposition appealed against the decision, and the Full Court, comprising the Chief Justice and Mr. Justice Gompertz, dismissed the appeal, as already stated above.

In the course of his judgment the Chief Justice said:—I have given my best consideration to Sir Henry Berkeley's careful and concise little argument on a point which seems still open to argument on my judgment from which he appealed, but I think the conclusion of fact at which I arrived was warranted, and that having specially in view the aspect of the bankruptcy jurisdiction which I endeavoured to elucidate, the conclusion of law based on the conclusion of fact was sound. Before giving judgment a few days ago, however, the attention of the Court was drawn to Ordinance 6 of 1902, which apparently had been overlooked by all of us. Our attention was properly drawn to it because the Court is bound to take official cognizance of the law of the Colony, and solicitors, being officers of the Court, are bound to assist the Court in the performance of this duty, which, in the case of a Colonial Statute book, is often a difficult one. We therefore deferred our judgment in order to see whether this Ordinance has any bearing on the question before us so as to induce us to alter our judgment. It provides that the word "debtor" as used in section three of the Bankruptcy Ordinance as revised, section 4 as it was then, is included "a person who, though not himself personally within the Colony, carries on business by an agent within the Colony and possesses assets therein," and there is a further expansion of the definition, which I shall refer to presently. How it is in this case, the debtor had still remained in Annam, merely sending up his cinnamon to the Kwang Mow in this Colony for sale, he would have come within the meaning of this definition. A fortiori he would have come within the bankruptcy jurisdiction when instead of remaining in Annam he comes himself to the Colony to take some part in the transaction of his business. But I do not base my decision on that ground because I believe that consistently with the fundamental principles of jurisdiction as I have explained them, and consistently with the remarks I have already made, and must presently make, on the extra-territorial provisions of the colonial bankruptcy law, this debtor is properly subject to that law. As I have endeavoured to explain it, I have not held that he is clearly within it, but having given the matter very careful consideration, I use the word "properly" advisedly. This really disposes of the case before us, but the question I have now in my mind is whether this Ordinance 6 of 1902, having been referred to, I ought not to go further, and express my opinion in it upon the larger question which is involved in it. This Ordinance is in fact extra-territorial, and therefore it has become necessary to consider the question definitely. I am glad I have done so because the conclusion which I have come to is a surprise to myself, and has upset my own preconceived notions on this important question of colonial constitutional law. I must to the first place criticise Ordinance 6 of 1902 as a most unsatisfactory piece of draftsmanship. Continuing, his Lordship said it included a definition of "debtor" which already included two definitions as conditions preliminary to the presentation of a bankruptcy petition. The clause not having been repealed there were therefore two redundant provisions and he was not quite sure that that might not cause some confusion. Proceeding, his Lordship said:—The principle that a Colonial Legislature can only legislate territorially is, in the case of a Crown Colony, limited therefore to this, that if it is passed in the absence of special instructions from Home, it is the duty of the Attorney-General to call the attention of the Colonial Office to the point in his explanatory report, and the Secretary of State as the constitutional adviser of the Sovereign will advise the King whether to disallow the Ordinance or not. I am bound to assume, although I consider the Ordinance 6 of 1902 to be defective in point of form and much in need of amendment that the question has been duly considered at home. For all these reasons I am of opinion that all the extra-territorial provisions of the bankruptcy law of the Colony including No. 6 of 1902 are ultra vires.

Mr. Justice Gompertz concurred.

## The Peak Murder.

## JURY'S VERDICT QUASHED.

## PRISONERS DISCHARGED AND RE-ARRESTED.

The important point of law raised by Counsel for the defence at the conclusion of the Peak murder trial, in which two coolies were found guilty by a jury of the manslaughter of a shopkeeper's son named Ku Tung (the third prisoner having been discharged), was decided by the Chief Justice and Mr. Justice Gompertz, at the Supreme Court, this afternoon.

It will be remembered by those readers who had followed the case closely that soon after the jury's verdict had been recorded, the point was raised, that as the evidence taken during the trial was not translated from the Cantonese into the Hok-lo dialect for the benefit of the prisoners such evidence was inadmissible, and therefore the conviction must be quashed.

In a lengthy judgment delivered by both Judges this point was upheld, and the prisoners were discharged. Immediately the decision was announced the Attorney-General preferred another indictment against the men, charging them again with murder.

To this procedure, Counsel for the defence objected. He said he did not understand how they could charge men twice for the same offence.

The Attorney-General said that his friend could enter what objections he wanted when he appeared to defend the prisoner again.

Counsel for the defence retorted, with: I don't suppose I shall.

This ended the proceedings and the prisoners were released, only to be re-arrested as they were about to enter the street.

His Lordship in delivering his decision said in part:—As the procedure under section 78 of No. 9 of 1879 which provided what in the Court of Crown cases reserved for the Colony does not require a case to be stated, it is necessary for me to state the circumstances in which the question which has been reserved for the opinion of the Court arose. Three men, Kwok Leung, Li' hek Shun and Hong Loi were charged with the murder of Ku Tung. They were Hoklo men. Some of the evidence for the Crown was given in English, and some in Punli. The prisoners were defended by Mr. Callthrop, and at the conclusion of the case for the prosecution he called evidence, and he also put the three prisoners in the box. One of the English witnesses for the defence, Mr. Holworthy, had given evidence to the effect that the first prisoner, Kwok Leung, was his chair coolie. He said that when he arrived at the Peak on the day of the murder by the 12.15 or 12.30 train, he found his chair waiting for him as he had ordered, and there were only three chair coolies, among them Kwok Leung.

In cross-examination he said that he asked why the four were not there, and that No. 1 prisoner had said there had been a fight, and that that was why the fourth coolie, No. 2 prisoner, was absent. When Kwok Leung was in the box he gave evidence that there had been only three coolies at the tram station. In cross-examination he said No. 2 prisoner was the missing coolie. He then said in answer to a question put by the Attorney-General that he did not tell his master Mr. Holworthy that there had been a fight. Other questions on this point were about to be put by the Attorney-General when it occurred to me that Mr. Holworthy's evidence had not been translated to the prisoners, and I intimated that in the circumstances I did not think that the point ought to be pressed; to which the Attorney-General assented. The jury acquitted No. 1, but found the second and third prisoners guilty of manslaughter. Before sentence Mr. Callthrop intimated that some of the evidence, either English or Punli, had not been translated to the prisoners, and moved that the question be reserved for the Full Court as a question of law whether the conviction ought not to be quashed on the ground that the evidence ought to have been translated, and this is the point on which we are now called upon to give our decision. It is advisable to deal at once with the question of materiality of the evidence actually admitted but untranslated. If No. 1 prisoner had been found guilty, undoubtedly the fact that he had told this untruth with regard to No. 2 prisoner would have influenced the jury and I should have found it extremely difficult not to quash the conviction. We have not, however, to consider whether any part of the evidence, which was untranslated was material, and so contributed to the conviction of the other prisoners. Mr. Callthrop had taken the broad ground that none of the evidence of the Crown was translated and as they were convicted none of it must have been material. He raises therefore the abstract question whether a conviction can stand when the prisoners have no knowledge of the evidence given against them. He called it "inadmissible evidence, and strictly, this is the right term to use though it is not its ordinary use. There is a recent case, R. v. Hadwin, where a conviction against several prisoners was quashed on the ground that the others were not allowed to cross-examine one of them who went into the box. Evidence given without cross-examination is, strictly speaking, inadmissible evidence, and scientifically the term is rightly used. There are three at least a priori reasons in favour of Mr. Callthrop's contention. First, the prisoner is always entitled to make a statement, even when he is defended by Counsel; therefore, he must know what the evidence against him is. Secondly, now that the prisoner may give evidence, it is more than ever material that he should know the evidence against him in order that he may meet it, and, as we do not assume the prisoner guilty until he is so found if he does not know it, the truth may be kept back. There may be some part of the evidence for the Crown which he could easily rebut had he known it. If he does not know it he cannot do so. Thirdly, if he does not hear what the witnesses are saying, he cannot assist his counsel in cross-examining them. I confess that without looking at the authorities the question presents no difficulties, and the real difficulty arises from the fact that in this case they were defended by Counsel, and the real difficulty arises from the fact that in this case they were defended by Counsel, and the real difficulty arises from the fact that in this case they were defended by Counsel.

examining them. I confess that without looking at the authorities the question presents no difficulties, and the real difficulty arises from the fact that in this case they were defended by Counsel, and the real difficulty arises from the fact that in this case they were defended by Counsel, and the real difficulty arises from the fact that in this case they were defended by Counsel.

Mr. H. G. Callthrop appeared for the two prisoners, instructed by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) while Mr. W. Rees-Davies, K.C. (Attorney-General) with whom was Mr. F. B. L. Bowley, of the Crown Solicitor's Office, represented the Crown.

## DISORDERLY SAILORS.

## SENT TO PRISON FOR ASSAULTING POLICEMEN.

Three sailors from H.M.S. *Hawke* caused a great uproar in the Central district at about twelve o'clock last night. It started firstly with the refusal to pay their ricksha hire and ended up with ill-using five police officers. The disturbance took all the form of a small riot. To the Police Court, this forenoon, the three—H. Sprellon, C. Atkins, and Patrick Flynn—were charged with (1) refusing to pay ricksha hire, (2) assaulting the ricksha puller, (3) disorderly behaviour in the charge-room of the Central Police Station, and (4) assaulting two European and three Indian police officers. The ricksha coolie stated that he was engaged by the second defendant at eleven o'clock outside the Naval Cantonment and drove him as far as Murray Barracks. He returned later with his fare to the Cantonment and the defendant left the vehicle and refused to pay the fare. Instead witness was struck on the mouth, receiving a cut lip. Witness called a policeman and the defendant was a ricksha.

Asked as to what he had any questions to ask the witness, the second defendant replied: "It's no good. He is ignorant of the case." Evidence of a similar character was given against the other two defendants. Policeman Eldridge, stated that shortly after midnight, while on duty on Murray Pier, he saw the defendants with the ricksha coolies and three Indian policemen near them. Witness went up and asked one of the Indians what was the matter. The reply he got was that the sailors had not paid their fares. The second defendant replied that he had paid the coolies off with a shilling. Witness said: "If as you say you have paid them a shilling, I will search them, and if I find the shilling I show that you did pay them." The second defendant answered: "You need not go to all this trouble. Tell those black-gets away." Continuing, witness said that the journey to the station was a very disorderly one. They refused to be searched, saying that "nobody but a warrant officer could do that." The prisoners were then ordered to the cells. While taking the first defendant thither, the third man struck witness on the face. When he had seized his man up, the latter, through the bars, seized hold of witness's tunic, and he had to use his baton before he was released.

Police Sergeant Garrod said that at 12.45 a.m. to-day the defendants were brought to the station. Three ricksha coolies preferred charges against them. Witness reasoned with the men for a quarter of an hour but still they would not pay. The amount was only ten cents each. While one of the defendants was being searched the third defendant shouted out: "Don't let that—search you. We won't allow it on board our ship." Witness saw it was no good going on with the search and he ordered the men to be taken to the cells. Witness closed with the first defendant and with the assistance of P.C. 47, dragged him to the cell. While this was going on, the third defendant spoke again: "It will only cost a dollar," he said, "so boot them." This the second defendant proceeded to carry out, and the two others, breaking away from the Indians, went to their cabin's assistance. Witness was kicked on the shoulder and was struck on the left eye. All the officers who had any part in the affair bore marks of violence. One Indian, especially had two teeth in his mouth unloosened, the result of a blow.

The defendants, who appeared to treat the whole matter as a huge joke, refused to make any statement to clear, or attempt to clear, themselves of the charges. They leaned about the place, paying heed to nothing, and on several occasions had to be ordered to stand erect.

His Worship, on the first charge, ordered them to pay a fine of \$5 each, and to pay \$1 compensation to the coolie; on the second count the second defendant was ordered to pay \$5 and one dollar compensation; the third charge was dismissed, and on the last charge they were all sentenced to fourteen days' hard labour without the option.

Three German mail of the 27th January was delivered in London on the 24th inst.

## Mongkoktsui Typhoon Shelter.

## ENGINEERING EXPERTS IN CONFERENCE.

## ORIGINAL SCHEME PRUNED.

The following report on the proposed boat-shelter at Mongkoktsui by Mr. J. F. Boulton was laid on the table at the Legislative Council meeting this afternoon:—

Public Works Office.

Hongkong, 24th February, 1909.

Sir,—I beg to submit the following report on my recent conference with Messrs. Cooke, Son and Matthews, the consulting engineers, with reference to the proposed shelter at Mongkoktsui, for the protection of small craft during typhoons. The object of the conference was to obtain an expression of opinion upon the suitability of the proposed shelter and the sufficiency of the proposed breakwater.

To enable the consulting engineers to pronounce upon the subject, I supplied them with the following materials and data:—Charts of Hongkong harbour and surroundings, showing the relative positions of the anchorages and of the proposed shelter; the depth of the water in and adjoining the shelter; the maximum exposure which the breakwater would have to face; and the positions of various sea walls which withstood the typhoon of 18th Sept., 1906, and of others which were damaged or demolished by that typhoon. Detail drawings of the sea walls referred to. Diagrams prepared from Kowloon Observatory records showing the daily direction, force, and duration of the wind during a series of years. Tabular statements showing the behaviour of the wind during a number of severe typhoons, as registered at the Kowloon Observatory. Information concerning the character of the sea as developed by a typhoon; and concerning the character of the small craft which the shelter is designed to protect. Particulars about the levels and nature of the hard bottom and overlying deposit on the site of the breakwater. A detail cross section of the proposed breakwater, and a specification of the same. A schedule of prices of materials and labour. Information about the location and character of the quays from which materials are to be drawn for constructing the breakwater; about local methods of work; etc., etc., etc.

The consulting engineers were of opinion that, as typhoons mostly begin from the north-east, the position of the shelter, being under the lee of the shore, was well chosen from the point of view of accessibility.

They considered that the breakwater, either with regard to its design or to the extent of the sheltering work contemplated, could not be improved.

But they were of opinion that, unless the widths of the entrances were contracted, the area effectively sheltered by the breakwater would be much and unnecessarily reduced.

The obvious way of contracting the width of the northern entrance was to continue the breakwater northward for some distance; but I had to point out that, if that were done, the contracted entrance would be blocked by the rocky shoal which projects southward from K.M.L. 32 (the Asiatic Petroleum Co.'s Oil Works). The best way, therefore, and ultimately the most economical way, of narrowing the entrance would be to adhere to the position originally chosen for the north head of the breakwater, and extend the Oil Works point of land southward, by reclaiming the rocky shoal I reckoned that the saleable value of the area reclaimed would go a long way towards defraying the cost of carrying out the reclamation. The southern entrance could easily be narrowed by curving in the south end of the breakwater sharply towards the shore; but I suggested that it would be preferable to adhere to the original plan entirely, as far as the breakwater was concerned, and narrow the southern entrance by building out a jetty from the shore, in line with Sixth Street. The jetty would be very useful as a public landing place, and the reduced entrance would occupy a position where vessels could easily make it without having to hug the shore.

The consulting engineers approved of these suggestions and recommended that the widths of the entrances should be reduced accordingly—the northern entrance from 910 feet to 300 feet, and the southern one from 840 feet to 300 feet. They considered that these widths would be quite sufficient for the traffic, and for the promotion of such a circulation of water within the sheltered area as would prevent stagnation and the serious deposit of silt. These opinions were based on the information which I was able to give regarding the nature of the traffic, and the strength and direction of the tidal currents.

With reference to the firm of the breakwater: While approving of the general character of the original design, the consulting engineers were of opinion that certain alterations which they considered of importance, should be made in the details. They recommended that the slopes should be flattened; that a wide berm of five-ton boulders should be substituted for the ramp of ten-ton concrete blocks, and that the upper portion of the outer slope, which was originally intended to be covered with concrete mass, faced with granite pitching set in cement mortar, should simply be covered with pitching consisting of two-ton concrete blocks set dry. The inner slope should be covered with dry stone pitching, in accordance with the original design; and the silt and distribution of the materials in the rubble mound should, in the main, be in accordance with that design.

The consulting engineers entirely concurred in believing it to be necessary that a trench should be dredged in the mud, for the purpose of reducing the lateral spreading of the foundations, as the rubble is deposited. Having regard to the nature of the bottom on which the breakwater has to be constructed, and the character of the local labour and materials available, the consulting engineers had no doubt that a rubble mound structure, such as I proposed, was the proper and most suitable one to adopt. It is true that during the construction of such a breakwater its unfinished parts would be liable to damage from typhoons; but this unavoidable disadvantage would be more than compensated by the economy and convenience resulting from the adoption of a form of structure largely independent of skilled labour, and for which but comparatively little special plant and appliances would be required. The section recommended would also admit of the convenient rectification of such settlements of the work as would inevitably occur during construction and for some time after completion.

The complete scheme for the boat-shelter, as modified by the consulting engineers, was estimated to cost roughly \$173,000 in excess of the estimate for the original scheme. The excess was due to the additional works which were recommended to be carried out at the entrances, the cost of the breakwater as modified being estimated to be practically equal to the same as designated. But as His Excellency the Governor had laid it down that no scheme could be accepted which would exceed in cost the amount of my estimate, namely, \$1,540,000, and as the consulting engineers considered that the additional works were absolutely essential, and that no cheaper type of breakwater could be devised, it became necessary to reduce the cost of the scheme by curtailment of the length of the breakwater, and the area of the shelter.

Accordingly the consulting engineers, in collaboration with myself, prepared a plan of a smaller scheme, which we roughly estimated could be carried out for the amount of the estimate. The alteration consists of shifting the southern entrance 8.0 feet northwards, thus shortening the breakwater, which is curved in to suit the new position of that entrance. Otherwise, the scheme remains as before. The saving resulting from the shortening of the breakwater will be about equal to the cost of the additional works at the entrances, including the reclamation.

The original scheme would have enclosed a total area of 194 acres of water, and according to the standard adopted by the Consulting Engineers, 166 acres of that area would have been effectively sheltered by the breakwater and additional works. The scheme as now modified will enclose a total area of 169 acres; and according to the same standard, 140 acres of that area will be effectively sheltered. In putting forward the larger scheme originally with the wider entrances, I stated that 166 acres would be sheltered to a much higher degree.

In deciding which of the two schemes recommended by the Consulting Engineers should be adopted, it would appear that only two matters require to be particularly considered, viz., the areas and costs of the schemes. In other respects the two schemes are equal.

The larger scheme was designed to include the greatest area of water which, having regard merely to the possibilities of the site, could be advantageously included. This area is much in excess of present requirements, and would probably not be fully utilized for a great many years to come.

The area of the smaller scheme is more than sufficient for the accommodation of the present number of small craft, and provides a reasonable margin for a future increase in the number.

With regard to the matter of cost, the smaller scheme has the advantage of being some \$173,000 cheaper than the other.

I may here point out that owing to the natural configuration of the site, the cost of the Boat-Shelter could not be further materially reduced without very materially reducing its area.

I attach three sun-prints from drawings prepared by the Consulting Engineers, showing plans of the alternative schemes, and a cross section of the breakwater which is common to both.—I have, etc.,

J. F. BOULTON,  
Second Assistant Director of Public Works,  
The Honourable,  
The Director of Public Works.

## CANTON DAY BY DAY.

## CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 24th February.

The Chinese New Year holidays being over the different Charitable Institutions have on the 16th day of the 1st moon this year (15th instant) resumed the responsibility of collecting the second call of shares for the Canton-Hankow Railway Company. Up to the present time, however, only an insignificant amount has been collected, the shortage, it is reported, being chiefly due to the appointment of the Director-General of the Railway, Taitai Wong Ping Yun, by the Superintendent of the Canton-Hankow Railway, H.E. Chang Chih-tung.

## ARREST OF REVOLUTIONIST.

Tam Fuk, leader of a revolutionary party, who had effected his escape from Canton in the 15th moon last year, when three of his comrades were captured by Admiral Li Chun and beheaded, has now been arrested in Hunan as advised in a telegram by the Hunan Governor. H. E. Chang Jen Chun in reply to the Hunan Governor has asked him to send the outlaw to Canton to be tried and punished.

## SUPPRESSION OF BRIGANDS.

At present the robbers in the districts surrounding the East River are very active and H. E. Viceroy Chang proposes to detail Brigadier-General Ng Cheung Tat to that quarter to assist the local officials in suppressing the bandits.

DURING the last twenty-four hours forty-eight deportees were landed in the Colony. Twelve arrived yesterday—five from Singapore by the *Kaitang* and seven from Hongkong by the *Hongkong* and *Amoy*. This morning, a gang of thirty-six came on the *Glenallick* also from Singapore. They are being herded at headquarters pending transportation.

## To-day's Advertisements.

## PUBLIC AUCTION.

AT MESSRS. JAY'S LIMITED, on SATURDAY, the 27th February, 1909, commencing at 10.30 A.M.

SUMMER DRESSES, HATS, TRIMMINGS, VELVET, GLOVES, CORSETS, VELVET, PLAIN RIBBON, BELTS, SILK BRAIDS, WHITE ALPACCA, APPLIQUE AIGRETTES, FLOWERS, GREEN LEAVES, &c., &c.

TERMS:—Cash on delivery.  
GEO. P. LAMBERT, Auctioneer.

Hongkong, 25th February, 1909. [213]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBORO' & LONDON.

## THE Company's Steamship

## "GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optimal Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th February, 1909. [216]

## FROM EUROPE.

## THE H. A. L. Steamship

## "ILLYRIA"

Captain B. Korte, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 25th February, 1909. [214]

## FROM EUROPE.

## THE H. A. L. Steamship

## "SPAZIA"

Captain Girstenbraun, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 25th February, 1909. [215]

## A SHARP PENALTY.

## SELLER OF ILLICIT OPIUM CONVICTED.

A coolie, who was arrested/selling illicit opium in Morrison Hill Gap Road last night denied the charge when brought up in the Police Court, to-day. He added that when arrested the officer told him that he was to answer for an offence committed last year.

The Court—Then what were you doing with these small boxes if you were not selling?

The defendant—They do not belong to me. They are his (meaning the chief excise officer).

It turned out, however, that the defendant had thrice been convicted for similar offences. Four years ago he was fined \$100, the next year \$150, and the year after that \$150.

His Worship imposed a fine of \$150, or three months' hard labour.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Butcherfield & Swire ..... \$100  
Jardine, Matheson & Co. .... 100  
H.K. & Shanghai Banking Corporation ... 100  
Rees & Co. .... 100  
D. Sassoon & Co., Ltd. .... 100  
E. D. Sassoon & Co. .... 100  
H. S. Shaw ..... 100  
Arnold Karberg & Co. .... 50  
Queensland Pacific Railway Co. .... 50







## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London-Bank T.T.	1/8 13/16
Do. demand	1/8 13/16
Do. 4 months' sight	1/8 13/16
France-Bank T.T.	1/8 13/16
Germany-Bank T.T.	1/8 13/16
India T.T.	1/8 13/16
Do. demand	1/8 13/16
Singapore-Bank T.T.	1/8 13/16
Singapore-Bank T.T. per H.K. 100	1/8 13/16
Japan-Bank T.T.	1/8 13/16
Java-Bank T.T.	1/8 13/16
4 months' sight L/O	1/8 13/16
6 months' sight L/O	1/8 13/16
30 days' sight San Francisco & New York	1/8 13/16
4 months' sight do.	1/8 13/16
30 days' sight Sydney & Melbourne	1/8 13/16
4 months' sight do.	1/8 13/16
6 months' sight do.	1/8 13/16
4 months' sight Germany	1/8 13/16
Bar Silver	23 7/16
Bank of England rate	3 3/4
Sovereign	11 3/4

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Kaiser*) 26th inst.  
French (*Neris*) 1st prox.  
Indian (*Kumang*) 1st prox.  
German (*Prinz Waldemar*) 3rd prox.

The I. C. S. Co.'s s.s. *Kumang* from Calcutta and the Straits left Singapore for this port on 23rd inst.

The P. & A. Co.'s s.s. *Alesia* sailed from Meji this morning, between 6 and 8 a.m., and will be due at this port on 1st prox.

The M. M. Co.'s s.s. *Nero*, with the French mail of the 31st ult., and mails from London of the 30th ult., will leave Saigon on 26th inst., at 7 a.m., and may be expected to arrive here on 1st prox. morning, and will leave for Shanghai and Japan on the same afternoon.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, acting Director of the Hongkong Observatory:

On the 25th at 12.05 p.m.—The barometer has risen in North China, and fallen very slightly along the South coast.

It has also fallen generally in Japan, more particularly in the South. There is a tendency for pressure to increase over the Philippines.

The maximum pressure is still over China to the northward of the Yangtze and moderate N.E. monsoon will prevail generally.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 10.40, 0.07 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, light E. winds, overcast, foggy.
- 2.—Formosa Channel, moderate N.E. winds, overcast.
- 3.—South coast of China between Hongkong and Lamooek, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Hawke, Br. cruiser, 4,500, Oldham, 24th Feb.—  
Portsmouth and Singapore 19th Feb.

Chenau, Br. s.s., 1,350, Brown, 24th Feb.—  
Shanghai 20th Feb, Gen.—J. M. & Co.

Huadi, Fr. s.s., 700, J. Pannier, 24th Feb.—  
Haiphong via Pakhoi, Hoihow and Kwong-chow-wan 23rd Feb, Rice and Gen.—A. R. M.

Amigo, Ger. s.s., 821, H. Frandsen, 24th Feb.—  
Haiphong and Hoihow 22nd Feb, Rice and Gen.—J. & Co.

Sigan, Br. s.s., 1,047, F. Jamieson, 25th Feb.—  
Haiphong and Hoihow 23rd Feb, Rice and Gen.—J. & Co.

Glenfalloch, Br. s.s., 1,434, J. H. Hainsworth, 25th Feb.—  
Singapore 18th Feb, Gen.—  
100 Teck Seag.

Machew, Ger. s.s., 995, R. G. Zollner, 25th Feb.—  
Bangkok 15th Feb, Rice and Gen.—M. & Co.

Hangsang, Br. s.s., 1,350, S. Wilde, 5th Feb.—  
Canton 24th Feb, Gen.—J. M. & Co.

Illyria, Ger. s.s., 2,727, Knixie, 25th Feb.—  
Hamburg and Singapore 18th Feb, Gen.—  
H. A. L.

Borneo, Ger. s.s., 1,344, F. Sembill, 25th Feb.—  
Sundakan 19th Feb, Timber, M. & Co.

## Clearances at the Harbour Office.

Chenau, for Canton.  
Pachiburi, for Swatow.  
Hangsang, for Swatow.  
Manila, for Manila.  
Sigan, for Manila.  
Admiral Boreau, for Saigon.  
Catherine Apier, for Singapore.  
Montgomery Apier, for Saigon.  
Oxy, for Kutchinotou.  
Illyria, for Shanghai.

Departures  
Feb. 25.

Sigan, for Singapore.  
Pachiburi, for Swatow.  
Sigan, for Chikling.  
Pachiburi, for Bangkok.  
Catherine Apier, for Haiphong.  
Tingfang, for Canton.  
Mingfo, for Canton.  
Catherine Apier, for Calcutta.  
Montgomery Apier, for Saigon.  
Sigan, for Manila.  
Admiral Boreau, for Saigon.

## Passengers arrived.

Per *Glenfalloch*, from Singapore—1,025 Chins.

Per *Machew*, from Bangkok—Inspector von Rieger.

Per *Sigan*, from Haiphong, &c.—Mr. Mickel, and Mons. Goudon.

Shipping Report.

Str. *Glenfalloch*, from Singapore—Five passengers.

Str. *Sigan*, from Haiphong and Hoihow—Moderate N.E. winds dull and overcast high.

Str. *Chenau*, from Shanghai—Experienced heavy snow storm off Guilford and anchored for 4 hours strong morison and sky overcast with rain during remainder of trip.

## VESSELS IN PORT.

Steamers.

Anglin, Ger. s.s., 1,001, C. Kumpel, 24th Feb.—  
Bangkok 19th Feb, Rice.—B. & S.

Blob Thuan, Fr. s.s., 984, Ribault, 21st Feb.—  
Manila 17th Feb, Ballast.—B. & Co.

Gryvalde, Br. s.s., 2,846, Steel, 20th Feb.—  
Newcastle, N.S.W. 20th Jan, aged Port Kembla 28th Feb.—M. M.

Dorwent, Br. s.s., 1,554, J. Jenkins, 17th Feb.—  
Saigon 13th Feb, Rice.—Mau Fat & Co.

Devonshire, Ger. s.s., 1,055, F. Rehwalder, 22nd Feb.—  
Bangkok 11th Feb, Rice.—B. & S.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 20th Feb.—  
Vancouver 28th Jan, and Shanghai 17th Feb, Mails and Gen.—  
C. P. R. Co.

Fukui Maru, Jap. s.s., 3,087, Midgton, 24th Feb.—  
Moji 18th Feb, Coal.—M. B. K.

Fukuro Maru, Jap. s.s., 2,046, S. Kumawaki, 20th Feb.—  
Moji 13th Feb, Coal.—M. B. K.

Haiching, Br. s.s., 1,167, W. C. Passmore, 24th Feb.—  
Fochow 21st Feb, Amoy 21st Feb, and Swatow 23rd Feb.—D. L. & Co.

Hongkong, Fr. s.s., 4,000, Cornelissen, 24th Feb.—  
Hoihow 22nd Feb, Gen.—A. R. M.

Joslin Maru, Jap. s.s., 702, H. Murayama, 24th Feb.—  
Tatsumi 21st Feb, and Swatow 23rd Feb.—O. S. K.

Joski Maru, Jap. s.s., 1,850, K. Hayashi, 24th Feb.—  
Moji 30th Jan, Coal.—Aitaka & Co.

Kaga Maru, Jap. s.s., 3,006, M. Hagino, 22nd Feb.—  
Shanghai 19th Feb, Gen.—N. Y. K.

Kaifong, Br. s.s., 987, Lindbergh, 21st Feb.—  
Hoihow 20th Feb, Sugar.—B. & S.

Kjold, Nor. s.s., 917, Heller, 21st Feb.—  
Dalgny 15th Feb, Gen.—Angard, Thoresen & Co.

Kueichow, Br. s.s., 787, G. Hooker, 24th Jan.—  
Porlingo 17th Jan, Sugar.—B. & S.

Kutang, Br. s.s., 3,003, R. C. D. Bradley, 24th Feb.—  
Calcutta 9th Feb, via Penang and Singapore 18th Feb, Gen.—J. M. & Co.

Laertes, Br. s.s., 1,340, D. C. H. Frampton, 16th Feb.—  
Saigon 10th Feb, Gen.—W. F. Sigs.

Loosok, Ger. s.s., 1,020, G. Schultzen, 14th Feb.—  
San Francisco 4th Feb, and Anglin 6th Feb, Rice.—B. & S.

Manchuria, Am. s.s., 8,750, D. E. Friele, 19th Feb.—  
San Francisco 13th Feb, Mails and Gen.—  
M. S. S. Co.

Manila, Ger. s.s., 1,108, J. Minssen, 7th Feb.—  
Sydney 13th Jan, and Manila 4th Feb, Gen.—M. & Co.

Monteagle, Br. s.s., 3,032, W. Davison, R.N.R., 17th Feb.—  
Vancouver 17th Jan, and Shanghai 13th Feb, Mails and Gen.—  
C. P. R. Co.

Oan's, Br. s.s., 5,809, W. Coper-Lycett, 23rd Feb.—  
Manila 20th Feb, Gen.—B. & S.

Omsang, Br. s.s., 1,787, Houghton, 20th Feb.—  
Hong Kong 17th Feb, Coal.—J. M. & Co.

Pittanulok, Ger. s.s., 1,267, Heyenga, 12nd Feb.—  
Bangkok 11th Feb, Rice.—B. & S.

Shantung, Br. s.s., 1,833, Robinson, 22nd Feb.—  
Samarang 6th Feb, Sugar.—B. & S.

Shinano Maru, Jap. s.s., 1,510, F. Furukawa, 24th Feb.—  
Moji 17th Feb, Coal.—N. Y. K.

Taiyuan, Br. s.s., 1,459, L. Dawson, 20th Feb.—  
Sydney and Ports 28th Jan, Gen.—B. & S.

Tientsin, Br. s.s., 1,227, G. W. Eddy, 15th Feb.—  
Sourabaya 21st Jan, and Samarang 2nd Feb, Sugar.—B. & S.

Titan, Br. s.s., 5,720, R. Day, 24th Feb.—  
Tacna via Ports 27th Jan, Flour and Gen.—B. & S.

Wakamatsu Maru, Jap. s.s., 1,732, M. Aikawa, 23rd Feb.—  
Wakamatsu 17th Feb, Coal.—M. B. K.

Yuenang, Br. s.s., 1,128, P. H. Rolfe, 22nd Feb.—  
Manila 19th Feb, Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,670, R. Rodger, 22nd Feb.—  
Manila 20th Feb, Gen.—S. T. & Co.

Zeehuizen, Br. s.s., 1,744, Siford, 23rd Feb.—  
Canton 23rd Feb, Gen.—B. & S.

## SAILING VESSELS.

Lyndhurst, Br. bark, Parnell, 14th Sept.—  
Bangkok 25th Aug, Case Oil.—S. O. Co.

## DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

H.M.S. Hart ..... at Kowloon Dock

Tarlac ..... " "

Patia ..... " "

Monteagle ..... " "

Loosok ..... " "

Dilly ..... " "

Likia ..... " "

H.M.S. Taku ..... Cosmopolitan

## Ships Passed The Canal.

8th January—*Goben*, *Indrasanika*, *Hakata*, *Imabari Maru*, *Prins Regent*, *Lutpold*, *Prometheus*, 12th January—*China*, *Filistine*, *Roma*, *Glenroy*, *Salasta*, *Cathay*, 15th January—*Pritho*, *Achilles*, *Dumbia*, *Palawan*, *Palermo*, *Tes*, 19th January—*rimand*, *Behle*, *Benvenute*, *Calchas*, *Dumbshire*, *Montrose*, *Sphaer*, *Richmers*, 2nd January—*Bulow*, *Ningchow*, *Lauris*, *Princess Alice*, *Wakasa Maru*, *Touraine*, 26th January—*Sithonia*, *Glamorgan*, *Hitachi Maru*, *Konan*, *Si*, 29th January—*Tudor*, *Princess*, *Ching Wo*, *Ernst*, *Simoni*, *Moynay*, *Stella*, 2nd February—*Amilochus*, *Aurora*, *Benbow*, *Indragayo*, *Di*, *mei*, *Kakawa*, *Palma*, *Scandia*, 5th February—*Kleis*, *Darling*, *Sado Maru*, *Alcinous*, *Belvedere*, *Dardanus*, *Ping Sui*, *Kamakura Maru*, *Nera*, 9th February—*Tranquhar*, *Malman*, *Lennax*, *Ambria*, *Nili*, *Thesus*, 12th February—*Indrawadi*, *Tonkin*, *Hyson*, 16th February—*Monmouthshire*, *Liria*, *Sumatra*, *Loklan*, *Siam*, 19th February—*Etchagor*, *Frans*, *Ferdinand*, *Prins*, *Ellet*, *Friedrich*, *Dingo Maru*, *Telemachus*, *Kanagawa Maru*, *Prins*, *Ludwig*, 23rd February—*Asiyanas*, *Kamo Maru*, *Calderon*, *Sunda*.

Arrivals at Home—8th January—*Krituck*, *Shimosa*, 15th January—*Kanamaru*, *Canton*, 19th January—*Bragmar*, *Dumbia*, *Sengam*, *Oopack*, *Hakata Maru*, 20th January—*So-mali*, 22nd January—*Bombay Maru*, *Geben*, *China*, 26th January—*Inverlyda*, 1st February—*Palermo*, 2nd February—*Wakasa Maru*, *Tankard*, 5th February—*Wray*, *Castle*, *Dulow*, *Dunbighshire*, *Sithonia*, *Ernst*, *Simoni*, 12th February—*Darling*, *Sado Maru*, *Ching Wo*, *Moynay*, 16th February—*Dumbia*, *Wakasa Maru*, *Stella*, 19th February—*Malman*, *Tonkin*, *Dardanus*, 23rd February—*Benbow*, *Kamakura*, *Stella*, *Thesus*.

## Steamers Expected.

Vessels	From	Agents	Date
Kleit	Singapore	M. & Co.	Feb. 26
Glamorganshire	Singapore	S. T. & Co.	Feb. 26
Chio Maru	Japan	N. Y. K.	Feb. 28
Ceylon Maru	Singapore	N. Y. K.	Mar. 1
Nera	Singapore	M. M. & Co.	Mar. 1
Kumang	Singapore	J. M. & Co.	Mar. 1
Alcinous	Moji	P. & A. Co.	Mar. 1
Palma	Singapore	P. & O. Co.	Mar. 2
P. Waldemar	Sydney	M. & Co.	Mar. 3
Totomaru	Bombay	N. Y. K.	Mar. 16

## CHINA COAST METEOROLOGICAL REGISTER.

February 24th, 1909, A.M.

February 24th, 1909, A.M.						
		Bar.	Th.	Hu.	Wind	W.
Vladivostok	7 a.m.	19.95	12	95		0 b
Nemuro	"	19.89			W	0
Hakodate	"	19.97				0
Tokio	"	20.06			NW	2
Kochi	"	20.11			SW	2
Nagasaki	"	20.07			NE	2
Kagoshima	"	19.98			NE	2
Oshima	"	19.95				0
Naha	"	19.89				0
Ishigakijima	"	19.89				0
Bein Is.	"	20.08				0
Chooloo	6 a.m.	20.05	20		SW	1 b
Weihaiwei	9 a.m.	20.01	35		SW	1 b
Hankow	6 a.m.	20.20	97	91	E	1 o
Kiungkiang	"	20.08	34	100		0
Shanghai	9 a.m.	20.95	44	90	SSE	1 om
Gutliad	"	19.98	46	97	SE	2 om
Sharp Peak	"	19.99	57	100		0
Amoy	6 a.m.	19.99	57	87	NE	1 o
Swatow	"	20.06	56	100	N	1 o
Taihou	5 a.m.	20.96			M	0
Taichu	"	20.88				0
Tainan	"	20.95			N	4
Koshun	"	20.3			N	6
Pescadores	"	20.97				0
Canton	9 a.m.	20.96	63	100	E	0 or
Hongkong	10 a.m.	19.97	61	94	E	4 od
Victoria Peak	"				E	7
Gap Rock	"	20.03			E	4
Macao	"	20.97	63		E	2 od
Wuchow	9 a.m.					
Hoihow	"					
Pakhoi	"					
Tientsin	8 a.m.	20.88	68		SSE	4 f
Torane	"	20.91	81		E	4 c
O. S. James	"	20.91	81		NE	4 c
Apari	6 a.m.	19.89			SW	E
Manila	10 a.m.	20.92	84	64		0 c
Legaspi	6 a.m.	19.99	77			1 o
Bacolod	9 a.m.				NNE	E
Hollu	"	20.91	82		N	1 c
Cebu	"	20.89	85		N	1 c

February 25th, 1909, A.M.

Vladivostok	7 a.m.	12.05	95	0	0	0
Nemuro	7 a.m.	12.05	95	0	0	0
Hakodate	7 a.m.	12.05	95	0	0	0
Kobe	7 a.m.	12.05	95	0	0	0
Kiochi	7 a.m.	12.05	95	0	0	0
Kagoshima	7 a.m.	12.05	95	0	0	0
Oshima	7 a.m.	12.05	95	0	0	0
Naha	7 a.m.	12.05	95	0	0	0
Ishigaki	7 a.m.	12.05	95	0	0	0
Bein Is.	7 a.m.	12.05	95	0	0	0
Chooloo	7 a.m.	12.05	95	0	0	0
Weihaiwei	7 a.m.	12.05	95	0	0	0
Hankow	7 a.m.	12.05	95	0	0	0
Kiungkiang	7 a.m.	12.05	95	0	0	0
Shanghai	7 a.m.	12.05	95	0	0	0
Gutliad	7 a.m.	12.05	95	0	0	0
Sharp Peak	7 a.m.	12.05	95	0	0	0
Amoy	7 a.m.	12.05	95	0	0	0
Swatow	7 a.m.	12.05	95	0	0	0
Taihou	7 a.m.	12.05	95	0	0	0
Taichu	7 a.m.	12.05	95	0	0	0
Tainan	7 a.m.	12.05	95	0	0	0
Koshun	7 a.m.	12.05	95	0	0	0
Pescadores	7 a.m.	12.05	95	0	0	0
Canton	7 a.m.	12.05	95	0	0	0
Hongkong	7 a.m.	12.05	95	0	0	0
Victoria Peak	7 a.m.	12.05	95	0	0	0
Gap Rock	7 a.m.	12.05	95	0	0	0
Macao	7 a.m.	12.05	95	0	0	0
Wuchow	7 a.m.	12.05	95	0	0	0
Hoihow	7 a.m.	12.05	95	0	0	0
Pakhoi	7 a.m.	12.05	95	0	0	0
Tientsin	7 a.m.	12.05	95	0	0	0
Toronto	7 a.m.	12.05	95	0	0	0
O. S. James	7 a.m.	12.05	95	0	0	0
Apari	7 a.m.	12.05	95	0	0	0
Manila	7 a.m.	12.05	95	0	0	0
Legaspi	7 a.m.	12.05	95	0	0	0
Bacolod	7 a.m.	12.05	95	0	0	0
Hollu	7 a.m.	12.05	95	0	0	0
Cebu	7 a.m.	12.05	95	0	0	0
Manila	7 a.m.	12.05	95	0	0	0

Feb. 25 at 12.05

Barometer ..... 29.97  
Temperature ..... 62  
Humidity ..... 62  
Wet-bulb ..... 62  
Ratefall ..... 0.02

## Post Office.

Correspondence for Europe, via Siberia, is forwarded from Hongkong by all vessels sailing for Shanghai.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

5th March	at 7.45 A.M.
12th	at 11.45 A.M.
18th	at 8.15 P.M.
26th	at 11.45 A.M.
1st April	at 8.15 P.M.

A Mail will close for:

Shanghai—Per *Hangsang*, 26th Feb, 11 A.M.  
Hongkong—Per *Dunbighshire*, 26th Feb, 11 A.M.  
Singapore, Penang and Colombo—Per *Sithonia*, 26th Feb,



## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET RATE.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,006,231	{ Final of £2 and bonus of .5/- for 1908 @ ex 1/8 = \$26.024 .....	5 1/2 %	{ 1875 ex div. b. London £86 1/2 [cum div.]
National Bank of China, Limited .....	99,925	£7	£6	{ \$4,000 \$150,000 \$154,000 }	\$10,223	\$2 (London 3/6) for 1903 .....	...	\$5 1/2
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$150,000 \$1,650,000 }	none	\$14 for 1907 .....	7 1/2 %	\$190 sellers
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 150,000 Tls. 300,747 Tls. 118,277 }	Tls. 160,512	Final of 7/6 making 15/- for 1907 .....	5 1/2 %	Tls. 97 1/2 sales
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$1,000,000 \$100,000 \$1,100,000 }	\$2,506,041	{ Final of \$12 making \$45 for 1906 and interim of \$30 for 1907 .....	5 1/2 %	182 1/2
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$1,100,000 }	\$594,763	\$12 and bonus \$3 for 1906 .....	8 1/2 %	\$197 1/2
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	10,000	\$100	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$372,432	\$6 and bonus \$2 for 1906 .....	7 1/2 %	\$100
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,500,000 \$150,000 \$1,650,000 }	\$428,027	\$27 for 1906 .....	8 1/2 %	\$332 1/2 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$7,000 \$70,000 \$77,000 }	\$1,025	\$1 for 1906 .....	...	\$12 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$200,000 \$20,000 \$220,000 }	Nil.	\$24 for year ending 30.4.1908 .....	7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$1,000,000 \$100,000 \$1,100,000 }	\$10,279	Final of \$12 making \$24 for 1908 .....	6 1/2 %	\$129 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ \$200,000 \$20,000 \$220,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$5.154 .....	5 1/2 %	{ \$38 buyers \$18 buyers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 1,500,000 Tls. 1,575,000 }	Tls. 14,510	Final of Tls. 12 making Tls. 34 for 1908 .....	7 1/2 %	{ Tls. 47 sellers Tls. 52 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ \$1,000,000 \$100,000 \$1,100,000 }	£6,817	Second interim of 1/- for a/c 1908 .....	6 %	\$17 1/2 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$98	{ \$1.00 for year ending 30.4.1908 .....	{ 4 1/2 % 3 1/2 % }	{ \$23 buyers \$15 buyers
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 8,000 Tls. 42,479 Tls. 50,479 }	Tls. 6,869	Final of Tls. 24 making Tls. 5 for 1907 .....	2 1/2 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$1,000,000 \$100,000 \$1,100,000 }	Dr. \$279,271	\$8 for year ending 31.12.06 .....	...	\$132 1/2 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ \$1,000,000 \$100,000 \$1,100,000 }	Dr. \$135,133	6/- for 1897 .....	...	\$17
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 10,000 Tls. 110,000 }	Tls. 9,273	Tls. 3/- for year ending 31.12.06 .....	...	105 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ \$1,000,000 \$100,000 \$1,100,000 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 29.2.08 .....	7 %	Tls. 17 1/2 buyers
Rub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ \$1,000,000 \$100,000 \$1,100,000 }	Dr. £2,191	No. 11 of 1/- = 48 cents .....	...	\$9 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$15	\$15	{ \$1,000,000 \$100,000 \$1,100,000 }	\$2,726	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$50	\$50	{ \$1,000,000 \$100,000 \$1,100,000 }	\$2,556	Final of \$24 making \$34 for 1907 .....	7 1/2 %	\$47 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$1,000,000 \$100,000 \$1,100,000 }	\$367,078	Final of \$4 making \$8 for 1907 .....	9 %	{ 187 1/2 ex div. aa. Tls. 84 aa. & b.
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000 }	Tls. 33,742	Interim of Tls. 24 for 6 months ending 31st October, 1908 .....	6 1/2 %	Tls. 167 buyers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 75,000 Tls. 682,257 }	Tls. 22,626	Interim of Tls. 4 for account 1908 .....	1 1/2 %	Tls. 167 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 250,000 Tls. 275,000 }	Tls. 6,531	Tls. 6 for 1907 .....	5 1/2 %	Tls. 104 1/2 sellers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$1,000,000 \$100,000 \$1,100,000 }	Dr. \$4,200	\$24 for year ending 30.6.07 .....	...	\$164 sales
Central Stores, Limited .....	50,123	\$15	\$15	{ \$1,000,000 \$100,000 \$1,100,000 }	\$9,278	\$1.80 for 1906 .....	7 %	\$164 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$1,000,000 \$100,000 \$1,100,000 }	\$14,639	Interim of \$5 for account 1908 .....	7 %	\$90 buyers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$1,000,000 \$100,000 \$1,100,000 }	\$26,475	Final of \$34 making \$7 for 1908 .....	7 1/2 %	\$54 buyers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$5,186	6 cents for 1908 .....	7 %	\$18.65 sales
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	{ \$1,000,000 \$100,000 \$1,100,000 }	\$278	\$14 for 1908 .....	5 %	\$30 1/2
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 Tls. 3,100,000 Tls. 4,223,045 }	Tls. 122,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908 .....	7 %	Tls. 115 ex d.
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$1,000,000 \$100,000 \$1,100,000 }	\$1,958	Final of \$2 making \$4 for 1908 .....	9 %	44 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 15,000 Tls. 165,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908 .....	4 1/2 %	Tls. 105
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$9,553	50 cents for year ending 31.7.08 .....	5 1/2 %	{ 91 buyers Tls. 74
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 75,000 Tls. 7,500 Tls. 82,500 }	Tls. 8,372	Tls. 6 for year ending 30.6.06 (8 X) .....	...	Tls. 79 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,000,000 \$100,000 \$1,100,000 }	Tls. 6,108	Tls. 8 for 1906 .....	...	Tls. 175 sellers
Boy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 25,000 Tls. 2,500 Tls. 27,500 }	Tls. 50,663	Tls. 50 for 1905 .....	...	...
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$15,000 \$16,500 }	\$648	1 1/4 p/c share or 1907 = \$1.037 .....	10 %	\$10 sales
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ \$1,000,000 \$100,000 \$1,100,000 }	Nil.	\$1.20 for 1907 .....	10 1/2 %	{ \$11 1/2 aa. and b. \$44 sales and b.
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	61,138	60 cents for year ended 28.2.06 .....	...	\$9.20 aa. and b.
China Provident Loan & Mortgage Company, Ltd. ....	185,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$3,407	80 cents for 1908 .....	1 1/2 %	\$14 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$1,000,000 \$100,000 \$1,100,000 }	\$48	\$1.30 for year ending 31.7.08 .....	5 1/2 %	\$91 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$5,078	Interim of 40 cents for account 1908 .....	10 1/2 %	\$12 buyers
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$251	75 cents for 9 months ending 31.12.07 .....	8 %	\$22 1/2 buyers
Hall & Hoits, Limited .....	21,000	\$20	\$20	{ \$1,000,000 \$100,000 \$1,100,000 }	\$18,957	\$1 for year ending 28.2.08 .....	10 %	\$18 1/2 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08 .....	6 1/2 %	\$220 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$1,000,000 \$100,000 \$1,100,000 }	\$4,578	Interim of \$1 for account 1908 .....	7 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$8,191	Interim of \$1 for account 1908 .....	...	...
Manischewitz, Ltd. (Mijn. Bosch-en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,000 Tls. 574,500 }	Tls. 17,127	{ 4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date .....	6 1/2 %	Tls. 775 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$7,471	{ 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 .....	6 %	{ \$14 \$2
Philippine Company, Limited .....	75,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	Nil.	50 cents for 1907 .....	4 %	\$8
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 10,000 Tls. 110,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907 .....	6 1/2 %	Tls. 121 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 Tls. 99,820 }	Tls. 8,491	Final of Tls. 9 making in all Tls. 14 for 1907 .....	10 1/2 %	Tls. 105 sellers
Shanghai Waterworks Company, Limited .....	16,150	£20	£20	{ \$1,000,000 \$100,000 \$1,100,000 }	Tls. 58,332	Final of 27/6 making 52/6 for 1907 .....	...	Tls. 437 1/2 sales
South China Morling Post, Limited .....	6,000	\$25	\$25	{ \$1,000,000 \$100,000 \$1,100,000 }	\$236	None .....	...	\$24
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ \$1,000,000 \$100,000 \$1,100,000 }	Dr. \$56,612	None .....	...	\$5 1/2 sales
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 Tls. 19,295 }	Tls. 201	Tls. 64 for year ending 30.4.07 .....	7 1/2 %	Tls. 94 buyers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$111	50 cents for 1907 .....	5 %	\$10
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$1,360	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07 }	6 1/2 %	\$13 buyers
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$1,000,000 \$100,000 \$1,100,000 }	\$6,438	Interim of 30 cents a/c 1908 .....	6 1/2 %	\$9 1/2 sales
William Powell, Limited .....	15,000	\$7	\$7	{ \$1,000,000 \$100,000 \$1,100,000 }	\$3.95	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906 .....	...	\$4

\* These shares are entitled to half of the profits.

## DIVIDENDS PAYABLE:—

Hongkong Ice Company, Limited .....	\$15	February 27th
Hongkong Rope-Manufacturing Co., Ltd. ....	\$1	27th
China Fire Insurance Company, Limited .....	\$1	March 4th
Hongkong Fire Insurance Company, Ltd. ....	\$27	9th

## To Let.

## TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas, Lafrank & Co.'s Office, Four Rooms with Kitchen and Bath Room.

Terms on application to—  
DOUGLAS, LAFRANK & CO.,  
No. 11, Douglas Street.  
Hongkong, 3rd February, 1909. [143]

## TO LET.

HATHERLEIGH, CONDUIT ROAD.  
A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st January, 1909. [5]

## TO LET.

GOOD OFFICES at 2, PEDDER STREET.  
Apply to—  
JARDINE, MATHESON & CO., LTD.  
Hongkong, 14th January, 1909. [99]

## TO LET.

GODOWN No. 54, DUBBEL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st January, 1909. [52]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Rents low.

Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1909. [188]

## Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.  
(CAPITAL PAID UP ..... \$1,250,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Underwritten and Executed.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 10th March, 1908. [11]

## O. C. MOOSA,

1 &amp; 8, D'AGUIAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS  
IN  
VARIOUS COLORS.

MOUSQUETEIRE GLOVES  
IN  
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-  
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S  
UNDERCLOTHINGS.

Samples on application. Coast  
Port orders carefully executed.  
Hongkong, 24th September, 1908. [37]

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEE.

Consultation Free.  
Hongkong, 20th June, 1904. [1]

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY.  
25, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 16th April, 1904. [31]

## Intimations.

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT  
FRENCH STORE  
(Opposite ASTOR HOUSE)

## NOW SHOWING

A Large and Fancy Assortment of  
The Best FRENCH TOYS, DOLLS,  
TOM SMITH'S CRACKERS,  
CADBURY'S CHOCOLATE,  
PERNOT BISCUITS,  
&c., &c., &c.  
Hongkong, 21st November, 1908. [6]

## D. NOMA,

PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS.  
No. 60 QUEEN'S ROAD CENTRAL.